

RICH RUSSIAN SOIL IS LYING IDLE WHILE BOLSHEVNIK LINGER PEOPLE OF PETROGRAD DYING OF PLAGUES OF MANY DIFFERENT KINDS

Starving Inhabitants Eat Horses Which Have Died of Contagious Diseases; Whole Villages Stand Empty In Former Productive Grain Regions; Deficit In Budget Doubles Yearly; No Relief In Sight.

STOCKHOLM, Sweden, April 12.—Bolshevik newspapers state that the economic decay of Soviet Russia. At a congress of veterinary surgeons, held last month in Petrograd, it was reported that the stock of horses and cattle in the country had fallen to a 10th of its former figures and the surviving horses are so weak that they cannot do ordinary farm work. In the northern provinces half of the livestock remains suffering from glanders and anthrax, and as cattle and horses without examination were eaten after they died natural deaths the result is an increase of disease.

The well known veterinary surgeon Stockholm states that the slaughter of horses in Petrograd is the cause of disease and pestilence. The official "Pravda" (Kremlin) newspaper publishes many facts illustrating the decay of agriculture. "Agriculture," it says, "is being ruined by the fact that all valuable farm machines and landowners' estates were either demolished on the spot or ruined by unskilled treatment. In many cases the peasants have returned to plowing with the primitive wooden plow of the middle ages."

Although no reliable statistics are now being collected, the same newspaper estimates that in no province of Soviet Russia in 1918 did the crop reach half of the average previous year. The highest figure was in the district, where 45 per cent of the normal crop was produced. But in the provinces south of Moscow, which are most exposed to the ravages of the Bolsheviks, the peasants have been driven from their homes and the land is lying idle.

Yank Under Fire Wishes President Had Written Another Note To Kaiser

London, Eng., April 12.—The Star has found another man who agrees with Sherman, and is refreshingly sarcastic about it.

An American officer was attached to a British division which was being very heavily engaged. An Englishman asked him what he thought of it.

"Well," he said slowly, "although I love a scrap, I was only just thinking I half wished our president had written another note."

Great Britain Adds Few Battleships To Fleet In Building Since War

London, Eng., April 12.—Great Britain has added a few battleships to her fleet since 1914. An authoritative report credits the admiralty with completing 214 warships since war was declared, thereby making the British fleet more than a third stronger than in 1914. Completions include 12 battleships, five battle cruisers, 13 light cruisers, 116 destroyers, 119 submarines.

The British fleet in 1914 comprised 578 ships of all classes.

SAVE THE BABIES OF U. S. RED CROSS FRANCE

Bureau of Americans Carries Knowledge of Hygiene To the Mothers of Every Outlying Province In the Republic; 250,000 French Children Benefit by the Efforts of the Service To Save Babies To Date.

PARIS, France, April 12.—(Correspondence of The Associated Press).—"Save the babies" is the message that has been taken into the remote towns and villages of 12 departments of France by the children's bureau of the American Red Cross. France is considered second to none in scientific knowledge of infant welfare, but hitherto that knowledge has been largely confined to her medical school, her hospitals, and to the minds of her child specialists. It needed to be taken right into the homes of France to save her coming generation.

To combat ignorance of the principles of child hygiene, the bureau of French mothers, to popularize fresh air and clean teeth, to preach the truth that tuberculosis is preventable, to encourage breast feeding, and to provide clean, comfortable and sensible clothing for infants, was the task which the American Red Cross set itself to perform.

The result is, as the bureau statistics show, that 250,000 French children have directly benefited by the efforts of this section of the American Red Cross.

It organized four great exhibitions in four of the busiest cities of France, Lyons, Marseilles, St. Etienne and Toulouse. Three hundred thousand persons went through the turnstiles of these shows, and they took home every piece of the child welfare literature that they could obtain.

IMPERIAL WAR STAFF TO ACT FOR BRITAIN

All Colonies To Have Men On Governing Board of New Army.

TO CHOOSE MEN
PROVEN IN WAR

LONDON, Eng., April 12.—Great Britain is to develop a great imperial war staff whose business it will be to coordinate the activities of the army, navy and air force and to evolve a scheme in strategy and operations which will include the empire as a whole. The fact that this matter has come before the cabinet is revealed by Winston Churchill, secretary of state for war and air.

The plan is regarded as a logical development and outcome of the war, but it marks a change in British policy during peace.

For the first time in history all parts of the British empire were brought together as a forceful whole during the war, and there grew up an imperial war cabinet which included representatives of the dominions.

This body was largely advisory. For actual direction of the war a special cabinet of five, the war cabinet, was created, and it was the business of this body to coordinate the activities of the war by land, sea and air against Germany and to determine upon the measure of influence to be accorded each.

Need Central Body.

With peace in sight, the nation passed on a greater army, navy and air force than she ever before had and the empire's problems of necessary safeguards, British statesmen feel that only a central body can give the advice needed to meet issues central to all.

Representative civilians in charge of the army and navy have been, more or less, arbiters of the policy to be followed by the empire. The people of Australia, Canada, New Zealand and South Africa having practically no voice in the matter.

The war has emphasized how very important the colonies are to the continuance of Great Britain as a flourishing nation. It also has given the colonies more voice in empire policies than they ever before had.

Unified action in the future, it is believed, requires upon an effective imperial general staff. Such a staff would discuss strategy and empire defense, and would be a central body for the empire's military and naval planning.

Such an imperial staff, it is pointed out, would forestall such undertakings as the empire's military and naval planning, which at first was only a naval undertaking. In presenting next year's army estimates to the house of commons, Churchill said:

"The war in 1914-1918, which has been a series of officers of high standing drawn from every branch of the empire, and from every part of the empire, has shown that the empire's military and naval planning, which at first was only a naval undertaking, is now a central body for the empire's military and naval planning."

Already soldiers from Australia and Canada have been called to the front. Through necessity they were called there during the war. Likewise, Australians have been given high positions in the British army.

This change in method of directing the empire's military and naval planning is a means of strengthening defense.

Ebert's Party Loses Control Of The Masses

Germans Disgusted With Results of the Majority Socialist Rule.

Berne, Switzerland, April 12.—A special correspondent in Berlin writes that one of the most striking features of the situation in Germany is the fact that the leaders of the Majority Socialist party have lost touch to a large extent, with the mass of their supporters and have ceased to be able to exercise full control over them.

Various causes have contributed to this state of affairs. For one thing, the thousands of men and women expected from the revolution which overthrew the monarchy and they have been disappointed because four months have passed without producing anything like the millennium.

Moreover, there is a general feeling of discontent with the government. The government has allowed themselves to be absorbed by the old spirit of bureaucracy instead of making it and shaping it for the purpose of the new state.

Another source of trouble is the fact that practically all the leading members of the Majority Socialist party have been appointed to administrative posts with the result that they have ceased to be in permanent contact with the mass of the party organizations as was the case before they became official personages.

The national leaders are in the government and the local leaders have become town councilors, district councilors, magistrates and so forth. The party has been left leaderless and in consequence the mass of the members who have not blossomed out into bureaucrats, have got out of hand and have shown dangerous tendencies to sympathize with the Spartacist-Bolsheviks.

Bronze Horses Of St. Mark Return To Venice Pedestals



BRONZE HORSES OF ST. MARKS.

DURING the war special precautions had to be taken throughout Europe against the destruction of art treasures by the Germans. While in England the arts had to be protected only from air raids, both France and Belgium were overrun by the German hordes and Italy was also invaded. Accordingly steps were taken in Italy to guard precious works in Venice, Padua and other cities. Among these were the famous four bronze horses of St. Mark's church in the Venetian capital. These horses, which Napoleon, after his capture of Venice, had sent to France, were shipped to Rome and placed in the basement of the castle of St. Angelo, on the Tiber. Shortly after the close of the war they were returned to their original stand in Venice. Made of almost pure copper, and supposed to be the work of Lysippos, the horses have for centuries been among Venice's greatest treasures.

England Nationalizes And Subsidizes Many Branches Of Commerce

LONDON, Eng., April 12.—Two words—"subsidized" and "nationalized"—are playing the leading role in war reconstruction work faced by Great Britain. Prompters of nationalization are fans of thousands of union men and scores of social reformers. Besides socialists, while behind subsidization schemes are various governmental and commercial interests.

There already are two vast subsidies in operation—the bread subsidy, amounting to not less than \$250,000,000 annually, and the railway subsidy, costing the country about \$200,000,000 annually. Both are to be continued.

There is a large land resettlement scheme backed by the board of agriculture, which, in assisting ex-servicemen to get established on small holdings and in increasing the food supply, incidentally would set up a form of subsidized farming.

A great need for cottages for workmen, to say nothing of the middle classes, exists, and the government, acting through local government boards, plans to assist in erecting suitable homes which will improve the social and physical status of the people.

Great plans are under way for developing aerial transport, but it is recognized by both the government and commercial interests that little progress will be made unless the government generously aids in cash, another subsidy.

To protect many necessary industries which have sprung up during the war, such as petrol, and synthetic manufacture, the government by rolling out German competition, has virtually nationalized the oil industry. The railway workers want the traffic lines nationalized, the coal miners want the coal mines nationalized, and the cotton and textile workers want the cotton and textile industries nationalized.

LONDONERS MAY SHOP IN TANKS

Sale of War Material Makes Acquisition of Battle Vehicle Possible.

LONDON, Eng., April 12.—We may soon see society ladies queuing around the west end in tanks and paying afternoon calls on their milliners or dressmakers in this "vehicle," perhaps the greatest novelty of the war.

The limits of fashion know no bounds, and it may well be that before one is considered really in the fashion one must possess a tank, just as the possession of an automobile formerly was thought to be the hallmark of wealth and position.

Such is the picture conjured up by the fact that the British ministry of munitions has now 10,000 tons of tanks for sale. True, the tanks at the moment only take the form of "armored cars," which are small, light, and easily maneuvered, but they are the forerunners of the big tanks of the future.

But this is all to the good, for would-be purchasers can indicate their fancy, and we may soon see in London as many and varied types of tanks just as there are now automobiles. The armor plate, fortunately, is no longer required, the roof could be dispensed with, and the tank could be retained to preserve the air of verities, and in their place we might see elaborately fitted "armored cars" with cushions, and what not, and even a place for a "dinner table."

And, of course, the "speed" of the tanks and the fact that they would be "armored" and "bulletproof" through any collision all make for safety and ought to add to their glamor and attractiveness as a "run-about" in town.

ENGLISHMEN MAKE LONDON GREATER PORT

Plan Enormous System of Docks With Latest Facilities.

MANY MILLIONS
TO BE INVESTED

LONDON, Eng., April 12.—Some Englishmen may pretend to have a contempt for America's commercial persistence, but when it comes to going after big business hard England is no slouch herself.

Right now she is going out hard and fast to make the port of London the greatest in the world. Certainly if not that, the Thames river town will be able to boast of improvements along this line that New York has been endeavoring to obtain for years. Great docks and terminals where the largest steamships in the world may go right in, dump their loads, turn around and go right out again. Docks will be constructed there transatlantic passengers practically will be able to step right off the great liners onto a railroad train and be switched to their destinations hundreds of miles away without the nuisance of a cross city journey or overnight delay, to say nothing of the additional inconvenience of baggage relaying.

To Cost \$50,000,000.

Extensions and improvements are now either under way or in contemplation at a cost of something approximating \$50,000,000.

These will bring the greatest ships up as far as the Royal Albert Dock, close to the city of London proper. The greatest scheme contemplates a new dock, 40 acres in extent, on the south side of the Royal Albert dock. Something like \$20,000,000 will be spent here alone. It is planned to have the whole transaction coordinated service ready by autumn.

These great extensions at the Royal Albert dock will be a real boon to the city of London proper. The new dock will accommodate vessels as large as the Aquitania, 18,000 tons, and will have 15 ship berths equipped with train sheds and all the latest loading and discharging facilities including cranes capable of lifting 25 tons from the center of the dock.

Immense Cold Storage.

Thousands of cold storage houses will be put in, with latest refrigerating machinery and a storage capacity of 500,000 carcasses. When these plans are complete the port of London will have cold storage accommodation for 1,000,000 carcasses. The construction will be such as to admit of further extensions whenever needed.

Great extensions at Tilbury probably will be the most interesting from the public point of view. Here the summer trade of the British navy, an extent hitherto impossible. A great floating landing stage 1500 feet long is to be built, and will be a modern facility and convenient for rapidly embarking and disembarking ocean-going passengers. The largest ship will be able to reach this stage and it is intended to extend the present landing stage down close to the river, so the passengers practically may step from the liner onto the railway platform. Big new waiting rooms and baggage halls are to be erected and express will be run in speed up the whole passenger service. A great new dock is to be constructed here, with an entrance lock 1650 feet long. The river jetty in the vicinity will quicken the work of loading and unloading, and to say the least will be a real boon to the port.

Great interest will be taken in this work in the British government. The local bodies have the power to erect a docking scheme for the great steamship lines that would mean direct connection with the large trunk railroads possible.

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When public business presses less hard on men in positions of responsibility, the project of a state subsidy for the theater will introduce a bill in the house of lords," said Lord Layton.

No one knows where this subsidy business is going to stop.

Says Mining Is More Perilous Than Fighting

English Union Man Lays High Prices To Profit-eering In Britain.

LONDON, Eng., April 12.—(Correspondence of The Associated Press).—Mining is more deadly than war, declared John Robertson at the government's inquiry into the coal industry of Great Britain. Robertson is chairman of the Scottish union of mine workers.

"The extent of the danger to the miner is not realized even in the mining districts," he said. "There are 1,000,000 persons employed in and about British coal mines. In the ten years from 1907 to 1916 there was a total of 12,400 men killed, or an average each year of 1240. In the last 20 years the yearly average of accidents was about 100,000, or a total of about 2,000,000. The miner is always on active service; he is always in the line."

It was stated that in one mining district there were 2763 persons living more than five in a single room, 127 more than six to a room, 518 more than seven to a room, and 130 more than eight to a room.

"It is the miners who are the backbone of the nation," he continued, "and every local body is under the jurisdiction of the Irish local government board, which is a body appointed by Dublin, and whose assets and liabilities are required to be reported to the local government board. It is a body which is making themselves a branch of the existing Irish administration. If they do not, it is claimed, they cannot legally work at all."

The Sinn Fein have decided to use the local bodies in which they obtain control as a means for the spread of the Irish language.

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SURGEONS PERFORM CRUEL EXPERIMENTS IN CAMP HOSPITALS ENGLISH MEDICAL OFFICERS TELL OF FEARFUL TORTURE BY DOCTORS

Amputate Arm of Man and Try To Induce New Hand To Grow By Slashing Stump; Soldiers Returned To Their Homes Hopeless Cripples Because of the Teutons' Heartless and Senseless Acts In War.

LONDON, Eng., April 12.—Many allied prisoners of war were victims of wanton experimental operations by German doctors and professors. "Some of the things the German medical men have done to our poor fellows have horrified me to do to a dog," said a British army medical corps officer.

A well known London hospital surgeon gives the following cases as one of many instances of wanton and senseless cruelty:

"Take the case of super Robert, who was wounded at Lagny and lay for some time unhealed in a trench. He was the first of a series of operations, which was a great deal of unnecessary pain and shortening the leg in some cases as much as six inches."

"Brown, a private in the East Yorks regiment, was wounded and taken prisoner in last September. A piece of shrapnel entering his thigh, breaking the large bone of the leg. When the femur, or large bone of the leg, was broken, the two parts of the broken bone tightly together, and a weight is applied to relieve the strain, causing a great deal of unnecessary pain and shortening the leg in some cases as much as six inches."

"The German doctors applied a weight for a few hours instead of a few weeks, and then began to work shorter than the original leg. They made a plaster cast for the leg to keep it in position, and then, preventing the circulation, allowing the muscles to contract and causing their unfortunate victim to suffer pain."

"He returned to England—a hopelessly crippled, one leg withered and much shorter than the other. The German doctors cannot plead ignorance. It was a case of needless suffering and needless disfigurement for the pain they were causing their victim."

Smuggling By Planes Is Foreseen By British After Peace Conference

LONDON, Eng., April 12.—Compulsory registration of every airplane and elimination of the private address are measures suggested by the air ministry to parliament to prevent smuggling by air. All machines would be taken from former air force bases and a statement of destination given before the flight is made, following inspection of baggage by a customs official. Thus a wireless would be sent to the airbase where the machine intended to land, where, if merchandise and passengers did not tally to specifications, action could be taken.

An international working agreement along this line is expected to be arrived at during the peace conference.

YANKS GET BRITISH WIVES.

LONDON, Eng., April 12.—"American soldiers have married British women at a great rate, but not as fast as the Canadians," said Col. J. Obed Smith, European commander of Canadian legionnaires. "At present Canadian soldiers are marrying English girls at the rate of 300 a week. Two hundred are already married to our men."

DEATH CHARGE INVENTOR.

LONDON, Eng., April 12.—The man who invented death charges as a method for attacking U-boats is P. Martin Hale. His process was first used in November 1917, when he invented rifle grenades and aircraft bombs.

GERMAN SOLDIERS GREATLY CHARGE TO LOOT PROPERTY

Comparatively Few Loss Lives In Raids, But Theaters, Public Buildings, Private Residences and Tenements Suffer Severe Losses; Prominent People Are On The List Of Victims Of Bombs From Airplanes.

LONDON, Eng., April 12.—Knights, generals, members of parliament, baronets, titled nobility of all kinds, and even a duke felt the effects of the German bombers, according to the official figures given out by the London fire brigade on the German air raids. But most surprising is the great number of houses damaged.

Ninety acts of houses were damaged on September 4, 1917, when 25 bombs were dropped, killing 12 and injuring 25.

One hundred and sixty three acts of houses were damaged on August 25, 1917, when 13 bombs were dropped, killing eight and injuring 24.

Thirty five acts of houses were damaged on September 4, 1917, when 25 bombs were dropped, killing 12 and injuring 25.

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